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automobile, the motor truck, and the motor omnibus to measure adequately the influence of these vehicles upon transportation facilities and services, and that, "as far as the railways are concerned, the outlines of the various systems were practically finished by 1850" while the economic problems of transportation development since that date have been discussed by various writers. These reasons seem hardly convincing. The great development of transportation and the consequent reconstruction of economic and social life have come about since 1850, and a history of transportation that ends with that date fails to supply the information which students of economics and political science especially desire. It is to be hoped that the author will add a third volume continuing his work at least to the end of the nineteenth century.

The books evidence excellent scholarship. The information has been sought from original sources, the text is fully documented and there is a lengthy, well-arranged bibliography. The style is clear and concise, and the space assigned different subjects shows a good sense of proportion.

E. R. J.

WILLIAMS, CLEMENT C. *The Design of Railway Location*. Pp. vii, 517. Price, \$3.50. New York: John Wiley and Sons, 1917.

This work is a study of the fundamental economic and physical principles underlying the problem of railway location. While designed primarily as a text for engineering students, the book may be read with profit by anybody interested in the problems of railway economics.

The introduction and the first part are of a general nature; the former gives a brief history of the development of railways in the United States, and the latter sets forth an analysis of railway transportation as a business, including the factors immediately related to the income and the outgo of the operating railroad corporation.

The second part deals with the operating conditions which affect railway location, such as curves, gradients, rolling stock, locomotives, and electrification. The third part deals with the special problems of double tracking, elimination of grade crossings, and grade reduction. The fourth part describes the practical work involved in making surveys and estimates preparatory to actual construction.

Many railroad companies have decided in recent years that it pays to invest a large lump sum in a construction project in order to make changes by which operating costs can be reduced and a greater efficiency achieved in the movement of traffic. Professor Williams shows what factors must be considered in determining whether expensive projects of relocation are in the long run economical.

T. W. V. M.

WYMOND, MARK. *Government Partnership in Railroads*. Pp. 178. Price, \$1.50. Chicago: Wymond and Clark, 1917.

An analytical presentation of the problem of railroad regulation in the United States is offered in this work, along with the elements of a plan for a constructive policy and an argument against government ownership.

T. W. V. M.